

INQUIRE=DOC20D

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ENVELOPE

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ZNR UUAA ZYN

HEADER

R 040537Z DEC 92

FM FBIS

TO AIG 4581

RUCWAAA/FBIS RESTON VA//POLCH//

RUEHBF/AMEMBASSY BEIJING

RUESDJ/FBIS OKINAWA JA

ACCT FBHK-EWDK

BT

CONTROLS

UNCLAS 1K

WARNING: NOTE GRAF FOUR CLAIM THAT "THE TWO DAYS BEFORE THE
DISASTER, THE PILOTS CLEARLY WROTE ON THE FLIGHT LOG BOOK
THAT SOMETHING WAS WRONG WITH THE PLANE."

SERIAL: HK0412053792

BODY

PASS: COPY TO AD

COUNTRY: PRC

SUBJ: COPILOT'S BROTHER SPEAKS ON GUILIN AIR DISASTER

SOURCE: HONG KONG TA KUNG PAO IN CHINESE 3 DEC 92 P 6

TEXT:

///(("SPECIAL DISPATCH" FROM GUANGZHOU ON 2 DECEMBER BY STAFF
REPORTER: "REFLECTION ON THE AIR DISASTER--INTERVIEWING WEN
WENXIANG, YOUNGER BROTHER OF COPILOT OF GUILIN CRASHED PLANE"))

((TEXT)) HE SUSPENDED HIS TEACHING JOB AT THE UNIVERSITY OF
CALIFORNIA IN THE UNITED STATES AND WENT TO GUILIN WHERE THE
DISASTER OCCURRED. AFTER RETURNING FROM THE SCENE OF THE CRASH
WHERE A MEMORIAL CEREMONY HAD BEEN HELD FOR HIS BROTHER, HE SAT
BEFORE THIS STAFF REPORTER, LOOKING HEAVY-HEARTED AND DEPRESSED. HE
TALKED ABOUT THE QUESTIONABLE POINTS, ABOUT THE LESSON, AND ABOUT
HIS FEELINGS.... HE IS WANG WENXIANG, BROTHER OF WANG WENHUA, THE
COPILOT OF THE 24 NOVEMBER AIR CRASH.

WHAT IS WRONG WITH THE PLANE? ((SUBHEAD))

WANG WENXIANG QUIETLY OPENED THE CERTIFICATE, WHICH WAS AWARDED
TO HIS DECEASED BROTHER BY THE CIVIL AVIATION AUTHORITY. IT READS:
NAME: WANG WENHUA; HOME: JIANGSU; DATE OF BIRTH: SEPTEMBER 1951;
PROFESSION: FIRST PILOT. REMARKS: HE WAS AWARDED WITH THE SECOND-

UNCLASSIFIED

Approved for Release

Date 106 1997

CLASS SAFE PILOT MEDAL, AND AS OF THE END OF 1991, HE SAFELY FLEW FOR A TOTAL OF 8,019 HOURS. THIS CERTIFICATE IS SIMILAR TO NEWSPAPER REPORTS ABOUT FLIGHT CAPTAIN ZHOU JINAN IN THAT THEY WERE BOTH VERY EXPERIENCED, POSSESSED EXCELLENT EXPERTISE, AND WERE IN GOOD SHAPE. MOREOVER, WANG WENXIANG QUOTED THE RELEVANT PERSONNEL OF THE GUANGZHOU AVIATION AUTHORITY AS SAYING THAT IT WAS IMPOSSIBLE THAT THE ACCIDENT WAS CAUSED BY THE PILOTS' ACTIONS AND THAT IT WAS A VERY SPECIAL ACCIDENT. THEREFORE, HE COULD NOT HELP ASKING: WHAT WAS THE CAUSE OF THE AIR DISASTER, ONE OF THE MOST DISASTROUS ONES IN WORLD AVIATION HISTORY?

HE TOLD THIS REPORTER, WITHOUT CONCEALING HIS FEELINGS, THAT FROM HIS INQUIRIES AT VARIOUS QUARTERS OVER THE PAST FEW DAYS, HE HAS LEARNED THAT ON 22 AND 23 NOVEMBER, THE TWO DAYS BEFORE THE DISASTER, THE PILOTS CLEARLY WROTE ON THE FLIGHT LOG BOOK THAT SOMETHING WAS WRONG WITH THE PLANE. WANG WENXIANG STRESSED THAT HE WAS NOT AN AVIATION EXPERT AND SAID THAT ALL SPECULATIONS WERE GUESSWORK BEFORE AN AFFIRMATIVE EXPLANATION OF THE CAUSE OF THE DISASTER COULD BE DERIVED FROM THE BLACK BOX.

WANG SAYS, HOWEVER, THAT IF THE BLACK BOX'S DATA PROVE THAT THE FAULT WAS IN THE PLANE, AND IF THE CAUSE TALLIES WITH THE PROBLEM RECORDED ON THE FLIGHT LOG, HE HAS REASON TO BELIEVE THAT THE AIRLINE HAD NEGLECTED ELIMINATING THE FAULTS AND MAINTAINING THE PLANE, OR THAT THE AIRPLANE MANUFACTURER HAD NEGLECTED IN THE PROCESS OF DESIGNING THE SHAPE OF THE PLANE OR IN ASSEMBLING IT.

DRAW A LESSON FROM IT AND ARRANGE FOR RIGOROUS MANAGEMENT
((SUBHEAD))

ALTHOUGH THE BLACK BOX HAS BEEN FOUND, THE CAUSE OF THE 24 NOVEMBER AIR DISASTER IS STILL PUZZLING. SOME PEOPLE SAY THAT IN EARLY NOVEMBER, UNIDENTIFIED FLYING OBJECTS ONCE FLEW OVER THE SCENE WHERE THE DISASTER OCCURRED. AT THAT TIME, LOCAL PAPERS GAVE SPECIAL COVERAGE OF THE INCIDENT.

WAS THE DISASTER RELATED TO THE UFO'S? WANG WENXIANG SAID HE DID NOT BELIEVE IT. HE DID NOT READ THOSE REPORTS BUT ONLY HEARD OF THEM. HE SAID HE ALSO HEARD MANY REPORTS ABOUT UFO'S IN THE UNITED STATES BUT THEY DID NOT HAVE SUFFICIENT SCIENTIFIC PROOF. THEREFORE, HE SAID IT WAS NOT REALISTIC TO CONNECT THE CAUSE OF THE DISASTER WITH THE UFO'S.

DOES HE DOUBT THE ADVANCED DESIGN OF THE PLANE? WANG WENXIANG ADMITTED THAT THE CHINA NATIONAL AVIATION CORPORATION ((CAAC)) NOW PURCHASES PLANES WITH BETTER QUALITY AND PERFORMANCE THAN ANYTIME IN THE PAST. SINCE CHINA'S REFORM AND OPENING UP, THE CAAC HAS BEEN GRADUALLY DEVELOPING IN THE DIRECTION OF AN INTERNATIONAL AIRLINE AND HAS NOT HARBORED ANY MISGIVINGS WITH REGARD TO IMPORTING NEW TYPES AND MODELS OF PLANES. HOWEVER, HE MAINTAINED THAT WHILE IMPORTING ADVANCED AIRPLANES, CAAC MUST ESTABLISH A COMPLETE MANAGEMENT SYSTEM AND THAT EQUIPMENT FOR PLANE MAINTENANCE AND TECHNICAL PERSONNEL MUST CATCH UP.

LOOK INTO THE CAUSE THOROUGHLY TO AVOID RECURRENCE ((SUBHEAD))

LIKE FAMILY MEMBERS OF MOST OTHER VICTIMS, WANG WENXIANG, SAD FROM THE BEREAVEMENT OF HIS BROTHER, SAID CALMLY: NOW THAT THE DISASTER HAS OCCURRED AND THE DECEASED CANNOT COME BACK TO LIFE, WE ONLY HOPE THE AIRLINE WILL SERIOUSLY AND STRICTLY LOOK INTO THE ROOT CAUSE OF THE DISASTER AND THAT RELEVANT QUARTERS, INCLUDING THE AIRLINE AND THE AIRPLANE MANUFACTURER, WILL DRAW A LESSON FROM THE DISASTER IN ORDER TO AVOID THE RECURRENCE OF THIS KIND OF VICIOUS DISASTER.

HE ALSO MADE A VEILED CRITICISM OF THE TIMELINESS AND TRANSPARENCE OF THE MEDIA'S REPORTS AFTER THE DISASTER OCCURRED. HE SAID THAT SINCE CHINA PURSUES REFORM AND OPENING UP IN VARIOUS ASPECTS, INCLUDING NEWS REPORTING, IT SHOULD, WITH AN ATTITUDE OF REFORM, REPORT THE SITUATION TRUTHFULLY AND QUICKLY. CHINA SOUTHERN AIRLINES IS AN INTERNATIONAL AIRLINE AND FLIES MANY INTERNATIONAL AIR ROUTES. MOREOVER, IT IS OPENING UP THE BROAD INTERNATIONAL MARKET. THEREFORE, AS A FAMILY MEMBER OF THE DISASTER VICTIM, HE HOPED RELEVANT AUTHORITIES WOULD, PROCEEDING FROM INTERNATIONAL PRACTICE AND FROM THE ANGLE OF THE DEVELOPMENT PROSPECTS OF THE AIRLINE ITSELF, APPROPRIATELY HANDLE THE QUESTION OF CONSOLING FAMILY MEMBERS OF DISASTER VICTIMS AND ITS RELATIONS WITH THE MASS MEDIA.

ADMIN

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